

Northwest Parkway Public Highway Authority

Transportation Legislation Review Committee



August 4, 2021

Who Forms NWPPHA

- **Members:**



City & County of Broomfield



City of Lafayette

- **Ex Officio & Associate Members:**



City of Arvada



Regional Transportation
District



Interlocken Metro District



Jefferson County

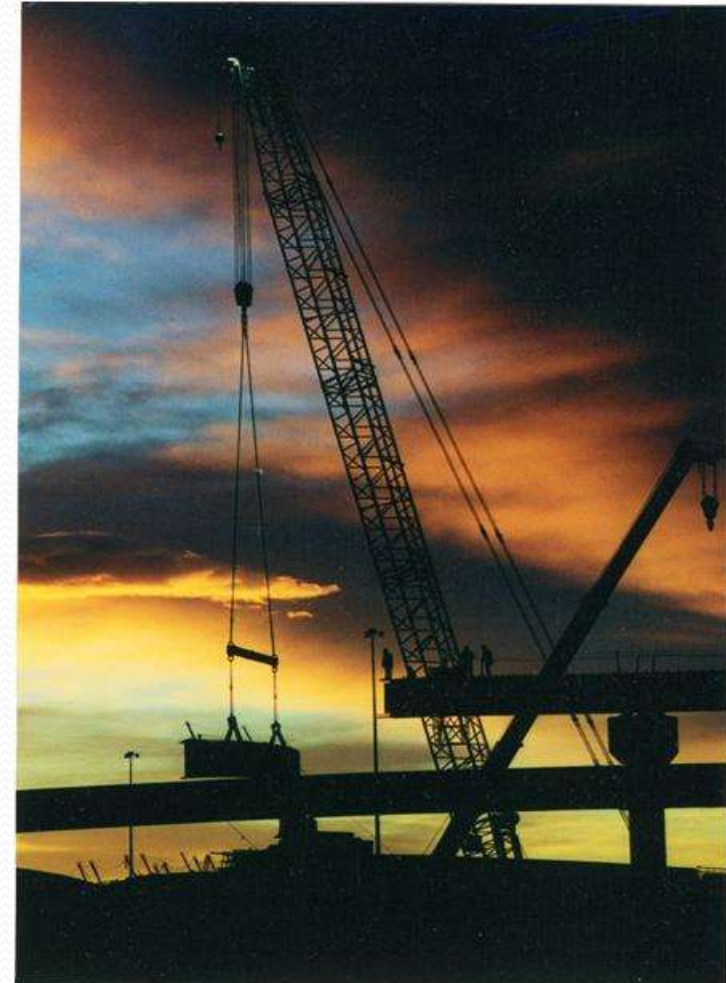


Colorado Dept. of
Transportation

Northwest Parkway Public Highway Authority

Background

- **July 1999:** Authority established
- **The Purpose:** To build an authority financed highway linking E-470/I-25 to US36
- **The Financing:** User fee revenue bonds were used to fund the NWP – **No tax dollars!**
- **The Reasons:**
 - ✓ To continue the extension of a Denver metropolitan beltway
 - ✓ To avoid the tax cost of building a major new regional roadway link
 - ✓ To ensure that development occurred in specified locations respecting planned open space
 - ✓ To relieve traffic on neighborhood streets



Facility Overview



FACILITY DESCRIPTION

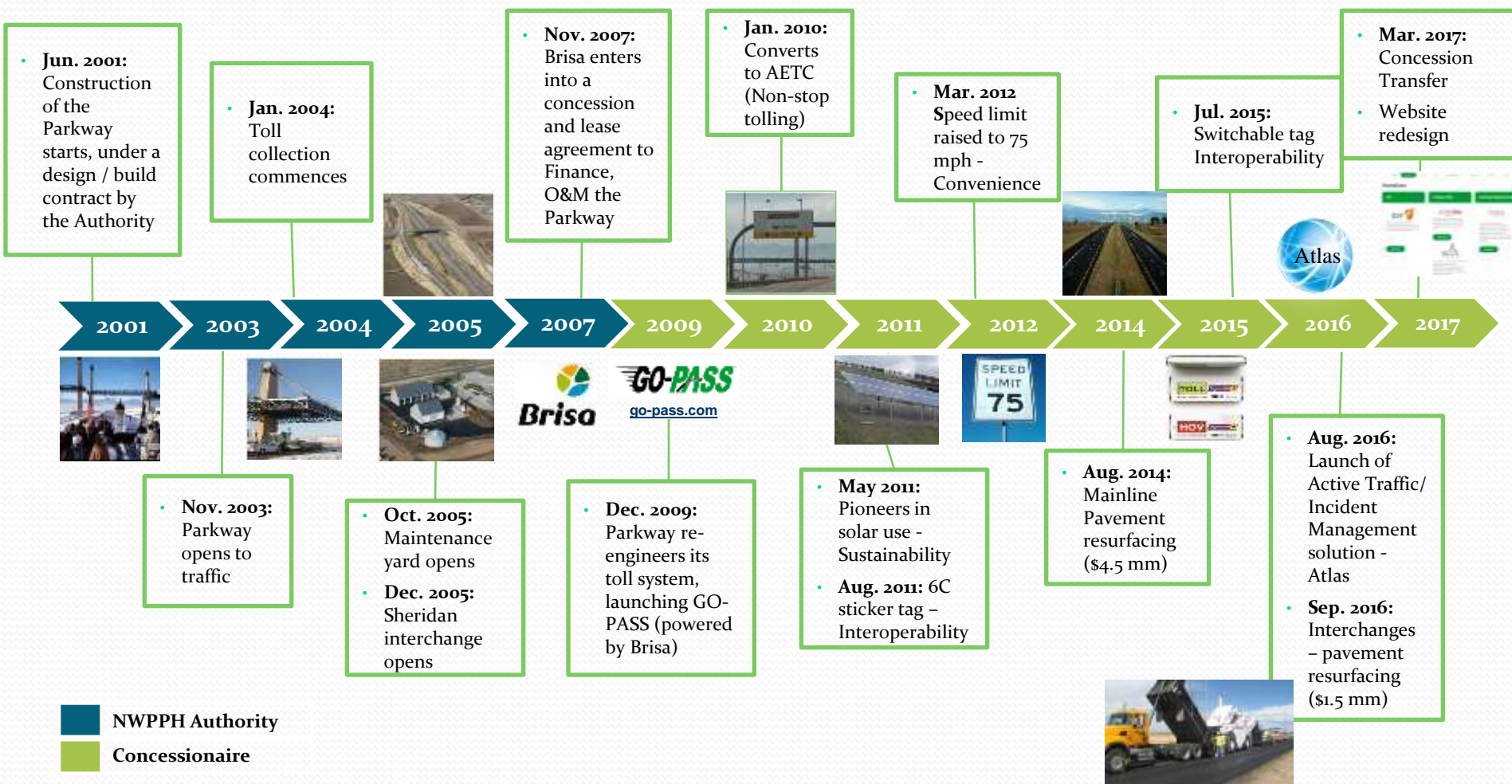
NWP is an 8.5-mile, 75 mph four-lane limited access highway, connecting E-470 at I-25 in the north metro Denver area, with U.S. 36, in Broomfield. It is part of the northwest section of Denver's beltway system and comprises of:

- ✓ 23 bridge structures;
- ✓ 3 interchanges (I-25/E-470, Sheridan, U.S.287);
- ✓ 1 maintenance yard and 1 administrative building;
- ✓ 7 solar sites (62 kW);
- ✓ 3 toll points (AET – no stopping)

ROAD MAP



Major Milestones



Northwest Parkway Concession

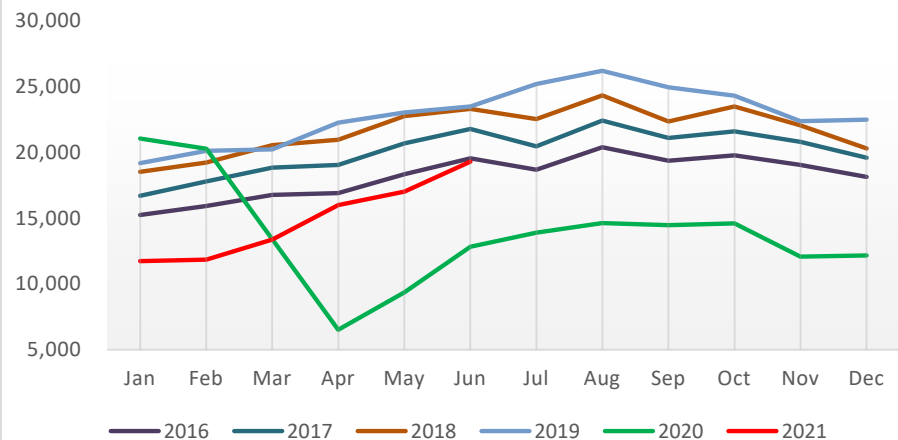
Fundamentals

- On November 21, 2007, the NWPPHA entered into a Concession Lease Agreement with Brisa (doing business as Northwest Parkway LLC). On March 9, 2017, Brisa sold 100% of its interests to a Consortium (NWP HoldCo LLC) for \$744M.
- At the end of the 99-year lease term, the Parkway operation reverts to the Authority.
- Upon execution of the Concession and Lease Agreement, the NWPPHA transferred control of all capital assets to the Concessionaire in exchange for the defeasances of all outstanding bonds and reduction of a major portion of other long-term liabilities (\$503M).
- The Concessionaire must operate the Parkway in accordance with the terms of the Agreement and all applicable laws and must keep the Parkway continuously open and operational for the use of all members of the public, 24 hours a day, every day, except for necessary closures permitted by the Agreement.

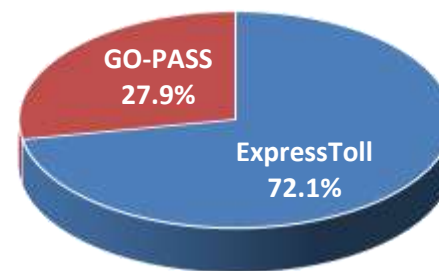
Traffic



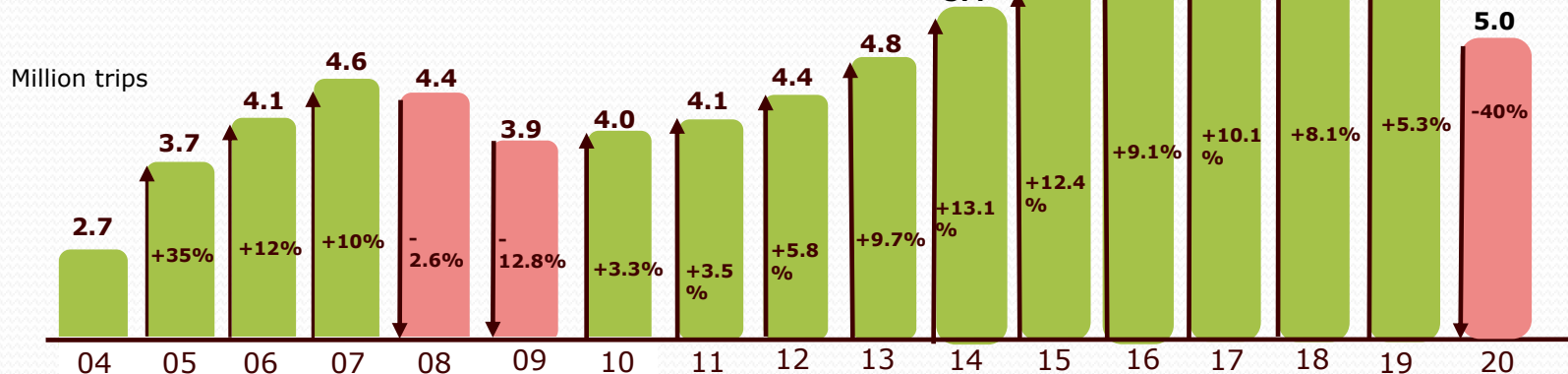
Average Daily Traffic



2021 Transactions by Payment Type

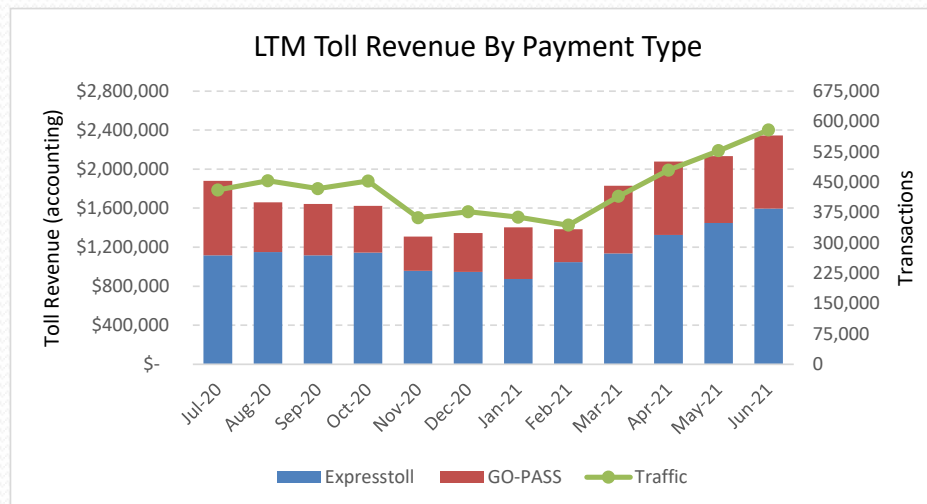
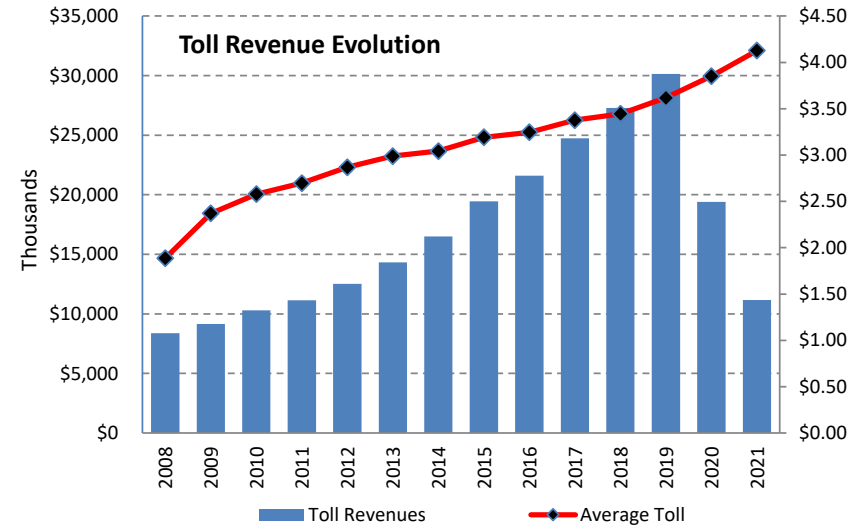
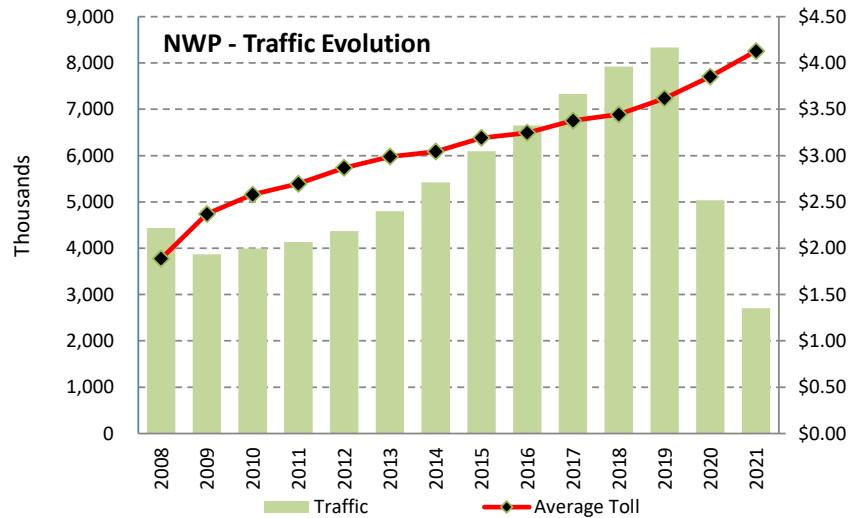


Traffic Evolution



Traffic still impacted by COVID-19

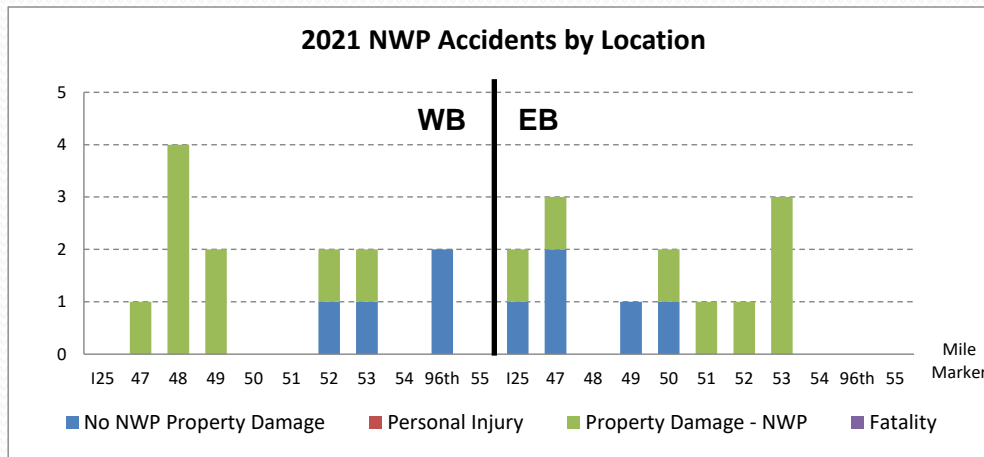
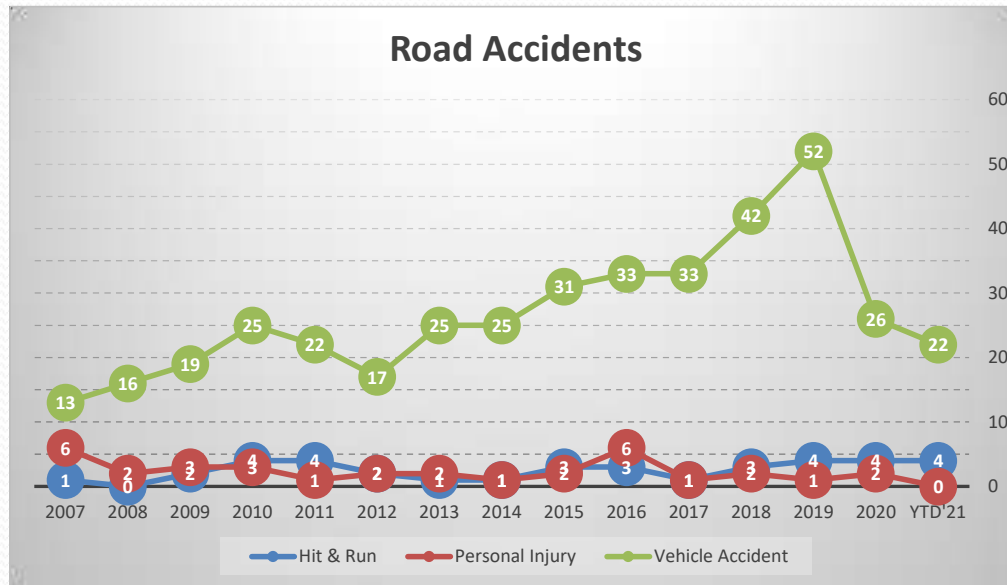
Toll Revenue



Demand risk project.
COVID had a significant
impact on traffic and revenue.
Risk entirely bore by the
Concessionaire.

Steady growth demonstrates the Economic value of this connection

Accident Report



Hit & Run – Recognized damages from unidentified vehicle;

Vehicular Accident – Reported accidents involving one or more vehicles, with or without damages;

Personal Injury – Reported accidents resulting in some type of personal injury.

Sources: Broomfield Police and Courtesy Patrol Reports.

No personal injury accidents in 2021. More single car accidents.

Toll Rates – 2021

NWPKY TOLL RATES:

Mainline

- 2 Axles _____ \$4.40
- Per Each Additional Axle _____ \$4.40

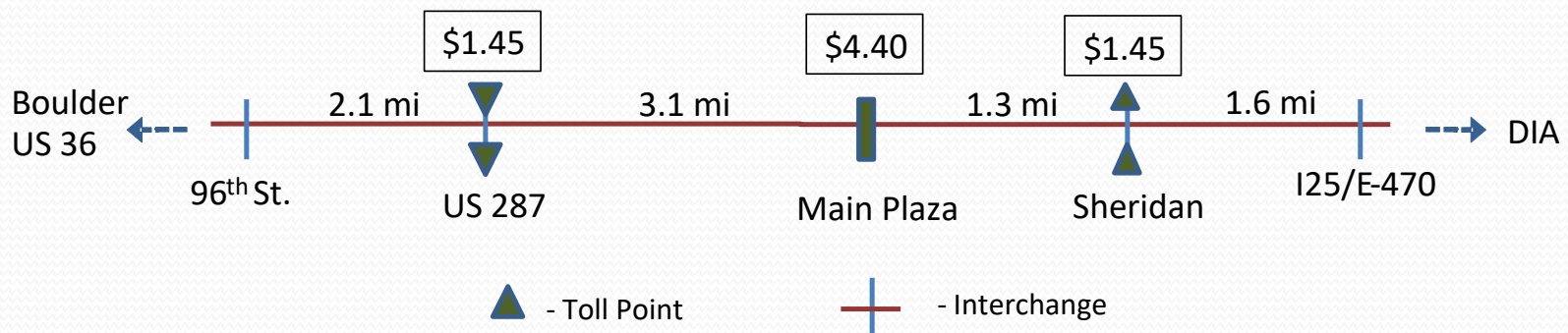
Ramps (Sheridan and US287 interchanges)

- 2 Axles _____ \$1.45
- Per Each Additional Axle _____ \$2.15

Annual toll rate increase is indexed to the maximum of:

- US GDP per Capita (BEA);
- US CPI (BLS);
- 2%

Note: Additional fees may apply depending on the payment method.



Toll rates are regulated by the Concession Agreement and overseen by the NWPPHA

Oversight

2020 Annual Inspection by Stantec Consulting Services took place at the end of August and through mid September.

“The purpose of the inspection was to evaluate and document the existing conditions of the Northwest Parkway. The scope of inspection for 2020 was to inspect the infrastructure, safety, and tolling facilities within the limits of the NWP. All items were inspected in accordance with the Colorado Department of Transportation Maintenance and Specification Standards (M&S Standards).”

The 80 inspected categories **averaged a score of 4.96 out of 5.00**, with just 1 Category 2 defect, which is actively being addressed.

- *Category 1 defect: defects that presents an immediate hazard to users.*
- *Category 2 defect: defects that **do not constitute an immediate hazard to users.***

Monthly inspections throughout the year have reflected the same consistent overall results of this asset.



One of the highest Annual Inspection scores since Concession began

Recent Projects

Pavement Rideability Improvement

- \$2.2M investment
- Work Areas – 5 westbound and 4 eastbound
- Overall length of repairs – 15,000 feet
- Leveling-course asphalt – over 7,100 tons
- Stone Matrix Asphalt for riding surface – 6,200 tons
- Debut 3D milling technology for high-tech accuracy



Electronic Toll Rate Signage

- \$1.8M investment
- Improved advanced notification compatible with variable tolling.
- 11 new VT signs + Replacement of 2 old overhead VMS



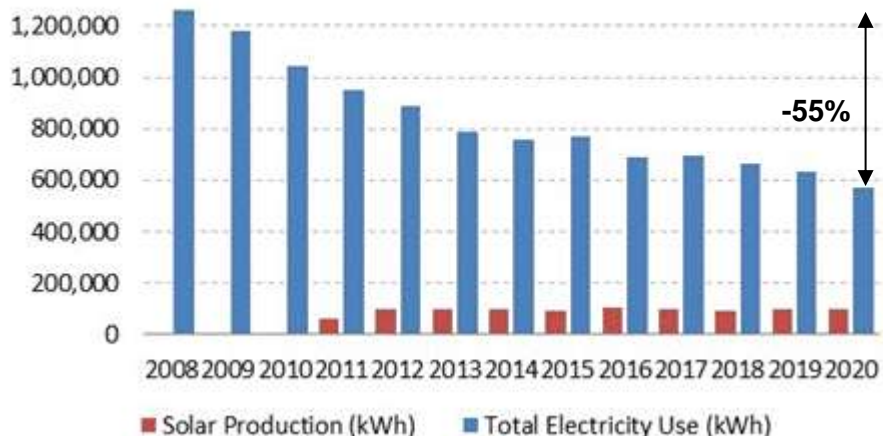
A \$4M total investment

Sustainability – Solar Program

NWP reduced its annual electricity usage by 47% over the last 10 years.

NWP solar project, so far, accounted for an estimated cost savings of \$22,124.

Electricity Used/ Produced



- ✓ NWP was pioneer adopting renewable energy, offsetting its carbon footprint since 2011
- ✓ 7 solar sites (63 KW) have produced 949,180 kWh, equivalent to 855 tons of CO2 emissions

“Brightening” NWP’s Operational Performance

Thank You

